

MAKERS
AND
FRENCH
PRESERVES
IMPORTERS.
CHAZALON & CO.
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S
BUILDING
DISS BROS.
Tailors.

No. 13,835

號七十月二十年六零百九千一英

HONGKONG, MONDAY, DECEMBER 17, 1906.

日二初月一十年午丙

PRICE, \$3.00 Per Month

SHERRIES.

PALE FINO:
Conde de Torres Cabrera ... \$12.00.
DINNER SHERRY:
Conde de Torres Cabrera ... 16.00.
PER CASE OF 1 DOZEN QUARTS.

MACEWEN, FRICKEL & CO.,
4815, 3, DUDDELL STREET.

Intimations.

WHO'S WHO
IN THE
FAR EAST.

THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price ... \$10.
FORWARDED TO ANY ADDRESS.
OBTAINABLE FROM THE PUBLISHERS—
8, QUEEN'S ROAD CENTRAL,
Hongkong.
Hongkong, July 10, 1906.

CITY HALL.

Mr EDWARD BRANSCOMBE'S
WESTMINSTER ABBEY
GLEE AND CONCERT
PARTY

CONCERTS
TO-NIGHT! TO-NIGHT!
(MONDAY), the 17th Dec.,
and TUESDAY, 18th Dec.,
ST. ANDREW'S HALL, at 8 p.m.
The Greatest Musical Treat ever offered to
Hongkong.

ELEVEN LEADING ENGLISH
ARTISTS.

Including:
MASTER ALBERT HOLE
The Smallest Boy Chromist in the
World.

HUMOROUS MUSICAL SKETCHES
GLEES, MADRIGALS,
VOGAL DANCES, WALTZES, TRIOS.

SPECIAL MATINEE on TUESDAY,
18th Dec., at 3.30 p.m.

CHILDREN HALF PRICE.
PRICES... .. \$1, \$2, \$3.
SOLDIERS and SAILORS in UNIFORM HALF
PRICE.

Plans now Open at ROBINSON PIANO
Co., Ltd.
Hongkong, December 17, 1906. 2390

WANTED.

ABOUT 80,000 to 100,000 square feet
of GROUND for industrial purpose.
If possible with buildings thereon.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, December 3, 1906. 2314

'THE WORLD'S NEWS'
(SAI KAI KUNG YIK PO.)
A LEADING CHINESE PAPER.
Wide Circulation in Hongkong and
South China.
SPECIAL MEDIUM FOR CHINESE
ADVERTISING.
BLOCKS MADE, HALF TONING,
AND
PRINTING A SPECIALITY.
Orders Promptly attended to
16 VUEUX ROAD CENTRAL.
Hongkong, March 12, 1906. 522

THE TRADE MARKS ORDINANCE
1898.

APPLICATION FOR REGISTRATION
OF TRADE MARK.

NOTICE IS HEREBY GIVEN THAT
CHARLES HAROLD REICH carrying
on business at 68, Leigham Vale,
Streatham, London, has on the 3rd day
of November, 1906, applied for the registration
in Hongkong, in the Register of Trade
Marks of the following Trade Mark:

The word 'EXPRESS'

In the name of CHARLES HAROLD
REICH, who claims to be the sole proprietor
thereof.

The Trade Mark is intended to be used
by the Applicant forthwith in respect of
the following goods:

LUBRICATING OILS IN GLASS 47.
Dated the 16th day of November, 1906.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicant,
15, QUEEN'S ROAD CENTRAL,
Hongkong.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS:
HOWLOON BAY. OFFICES & STORES:
No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. POWAN, 2,338 tons, Captain W. A. Valentine.

s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.

s.s. KINSHAN, 1,995 tons, Captain J. J. Lousias.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m.

(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the

River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. HONAM, 2,383 tons, Captain E. D. Jones.

Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Excur-

sions leaving Hongkong at 9.30 a.m. and a Second Departure about 7 p.m.

Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a

Second Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willox.

s.s. NANNING, 589 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days

at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin

Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Manora, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE
MOST
RELIABLE
PACKING
FOR
DAGGER
MARINE
ENGINES.
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LTD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE:—8, DES VUEX ROAD.

LANE, CRAWFORD & CO.

CHRISTMAS DELICACIES.

PLUM PUDDINGS. MINCEMEAT.

HUNTLEY and PALMER'S
XMAS CAKES.
YORK HAMS
SPECIALLY SELECTED FOR L. C. & CO.

CHEESE:
WHOLE STILTONS and STILTONS IN JARS.
GORGONZOLA. McLaren's.

CRACKERS (NOVEL DESIGNS) CRACKERS.

NUTS:
FILBERTS, ALMONDS, BARCELONAS.
Crystallized Fruits, Pulled Figs.

Carlsbad and Elvas Plums.
Muscatels.

CADBURY'S CHOCOLATES.
ENGLISH AND FRENCH CONFECTIONERY.
TOYS! TOYS! TOYS!

LANE, CRAWFORD & CO.
Hongkong, December 6, 1906. 2040

NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD.

begs to notify Consumers and the Public that on and from
the 1st JANUARY, 1907,

THE PRICE OF GAS WILL BE REDUCED TO
\$2.75 per 1,000 cubic feet.

The Company takes this opportunity of pointing out the advantages in cheapness
and safety of Gas Lighting over any other form of illumination, and of inviting inspec-
tion of its Show Rooms at West Point and Yau-mat, Kowloon, in which can be seen
every description of Gas apparatus suitable for lighting, heating, or cooking.

Hongkong, December 12, 1906. George Curry, Local Secretary. 2380

MEE CHEUNG, PHOTOGRAPHER
(Ice House Lane).

TYPHOON PICTURE POSTCARDS

NOW ON SALE.

ALSO THE TYPHOON ALBUM, WITH A COMPLETE

SERIES OF OVER 50 SCENES.

Hongkong, November 27, 1906. 1278

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO THE MANAGER. 804

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Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

SPECIAL LINES

SMART TAILOR-MADE COSTUMES

VERY EXCEPTIONAL VALUE.

ARTISTIC FURS AND FEATHER BOAS
AT MODERATE PRICES.

NEW MILLINERY

Flowers, Feathers, Gloves, Laces, etc.

EVERYTHING OF THE NEWEST DESCRIPTION.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA.
H. HAYNES, Manager.

HOTEL BALTIMORE LATE HOTEL AMERICA.

2, WYNDHAM STREET.
FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.
AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER.

VICTORIA DISPENSARY.

WE HAVE JUST RECEIVED A NEW SHIPMENT OF
CONFECTIONERY.

Chocolate Almonds and Creams, Chocolate Biscuits,
Mexican and Milk Chocolate.

PASCAL'S BUTTER SCOTCH AND TOFFEE.

RICHMOND MIXTURE. BURN'T ALMONDS.

Sugared Almonds. Mixed Fruit Pastilles.

A LARGE ASSORTMENT OF

CADBURY'S CHOCOLATES IN FANCY BOXES.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 49

W. BREWER & CO.

FEDDER STREET

(ADJOINING MAIN ENTRANCE HONGKONG HOTEL)

NEW STOCK.

AUTOGRAF CHRISTMAS CARDS.

JUST LANDED.

MOORE'S SELF-FILLING FOUNTAIN PEN.

PELICAN FOUNTAIN PEN, ATLAS FOUNTAIN PEN.

SANDOW'S GRIP DUMB BELLS, \$5.00 and \$8.00.

DRAFT BOARDS, FROM 30 CENTS EACH; DRAFT COMPENDIUMS.

A LARGE STOCK OF JUVENILE BOOKS ALSO TOY BOOKS.

LETT'S, SMITH'S AND COLLIN'S DIARIES, DATE BOOKS.

The New Garlick Cigarettes. Egyptian Cigarettes.

CHRISTMAS PRESENTS.

GREAT VARIETY.

V. O. S.

and

EXTRA SPECIAL FINEST
LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

Caldbeck, Macgregor & Co.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

BY WHARF AND WAVE.

The Harrison Line steamer "Barriater" landed at Liverpool recently a young American named Thomas Anderson, who had been employed by the Florida East Coast Railway Company as a labourer. Anderson and a number of other men were engaged on the construction of the Long Key railway viaduct, which forms part of a scheme for carrying a railway from the Florida mainland over numerous islands to Key West, and they were accommodated for sleeping purposes on a houseboat which was anchored off Long Key. On the morning of October 18 the cyclone which broke over Florida caused the boat to drag her anchor, drift out to sea, and eventually become a total wreck. All the men, 140 in number, were thrown into the water. Anderson, who does not know whether any of his colleagues were saved, along to a plank and was tossed about from 6.30 in the morning until 10 at night. During the greater part of this time he could see some distance away, two other men clinging to a part of the roof of the wrecked boat, but when darkness came on he lost sight of his comrades. Eventually the steamer "Barriater" crashed into the plank to which Anderson was clinging, and he succeeded in attracting attention and was picked up.

A terrible story of shipwreck is unfolded by the survivors of the Liverpool steamer "Nemec," which was abandoned in the North Atlantic, the rescued men being brought home to the Moresby last month by the Johnston liner "Vedamora." The "Nemec" was on a voyage from St. John (N.B.) to Manchester, with a cargo of timber. When a fortnight out from port the condenser broke down and the engines were stopped. A north-west gale was blowing, and there was a tremendous sea. The "Nemec" was slowed round broadside to the sea and became quite unmanageable. The dock cargo of deals, hifted with the heavy rolling of the ship, and eventually was swept overboard together with the masts and bulwarks. The vessel tossed helplessly in the trough of the sea, making water at a great rate. All hands worked desperately at the pump to keep themselves afloat. All the fires were extinguished, and the plight of the crew was most miserable. One great wave swept clean off the ship the master, Captain Shaw, and six others, but Captain Shaw and four others managed almost by a miracle to get back to the ship. The other two—Clem, the third engineer, of Manchester, and Ray, a mess-room boy, of Cardiff—were never seen again. Shortly afterwards the "Vedamora" came to the rescue. A volunteer crew, including the chief officer—a Japanese—and the third officer, put off in a boat, Captain Henry manoeuvring the "Vedamora" to give the boat shelter and using oil freely to break the waves. The "Vedamora's" boat made two successful trips to the "Nemec," bringing off most of the crew. The remainder succeeded in getting away in their own lifeboat. The rescue was effected 215 miles west of the Fastnet and about 60 miles from Liverpool.

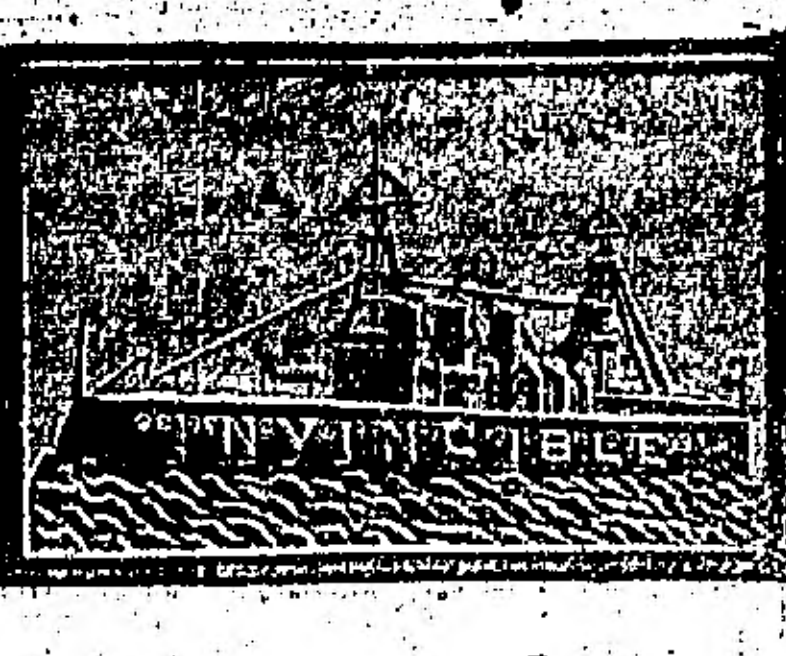
We have received from Messrs Agard Thomsen and Co. a copy of "Norwegian Shipping in the Far East" which is compiled by Mr. Bjørn Agard, of Hongkong, and is in its third year of publication. The return gives a great deal of interesting information as to the business done by Norwegian ships during the last year and remarks that the Far Eastern market is a slightly better condition than at the same period last year, no doubt owing to so many boats having gone home.

The report continues:—
"It is of course impossible to predict with any degree of certainty which way the market will take next year. Opinions amongst experts differ widely, but we think, and many with us, that the present semi-stagnation will not keep on when the spring returns with renewed activity. Unsuitable boats ought to go home, but we think it a mistake if owners having suitable craft employed out here take them away before the spring season opens and the market can be better judged. Care should also be taken not to send out any more unsuitable steamers, but, on the other hand, we do not share the opinion that the East more or less should be abandoned simply because of our shipping having passed through a bad twelve months. The predicted Japanese inundation has, as far as the Southern market is concerned, certainly not taken place, but up North, especially in the New-chang, Chefoo, Japan and similar trades, Japanese steamers have become practically dominant. The shipping and insurance questions should not be lost sight of, and we should say that our tonnage has as reasonable a chance of holding its own in the future against tramp steamer competition of other nations, notably the Japanese and German, as it has had in the past. The indefatigable energy characterising our competitors could well be taken as an example, and, though keen, the competition has happily not resulted in any ill feeling, nor is it likely to develop in this direction as long as new outlets for tonnage are perceptible in the Eastern Markets."

There are at present 64 Norwegian steamers of 57,583 tons net registered in the Far Eastern trade and during the period under review 45 steamers of 52,025 tons net returned home leaving the fleet above mentioned.

"Why did you leave your last place?" asked the lady of the house. "They quarrelled too much," said the cook. "About what?" "Genually about cooking," said the cook.

GEO. ANGUS & CO.,
LIMITED,
37, JOHN'S WORKS, NEWCASTLE-ON-TYNE.
Oak Tanned Leather Belting,
Link Belting, Raw Hide Belting,
Raw Hide Gears, &c.
CANVAS HOSE, COTTON BELTING,
HAIR BELTING.
WORKS—BENTHAM, LANCASTER.



Also the Original
ADMIRALTY QUALITY INDIA
RUBBER SHEET (patented)
Brand.
THE "RED ANGUS" SHEET.
All Genuine Goods stamped with
our Trade Mark.
Agencies in Colombo, Bombay,
Rangoon, Shanghai, &c.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

TAKE HOLLOWAY'S PILLS

For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 75, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

USE ONLY & USE ALWAYS

ATKINSON'S MOST REFRESHING.
A LUXURIOUS PERFUME
IN HEALTH. Far Superior
to the German Kinds.
A NECESSARY RESTORATIVE
IN SICKNESS. **EAU DE COLOGNE**

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, on
TUESDAY and WEDNESDAY
the 18th and 19th December, 1906, at
10 A.M., at H.M. NAVAL YARD,
SUNDY NAVAL VICTUALLING,
OBsolete, and CONDEMNED
STORES,
Comprising—
LATHES, TURNABLES, BOATS, OLD CABLE
CHAIN, ELECTRIC CABLE, INCISED HAND
LAMPS for SEARCHLIGHT PROJECTORS, OLD
METALS, IRON, PAPER-STUFF, CANVAS,
FURNITURE, MISCELLANEOUS TOOLS, BLANK
REDS, WINTER CLOTHING and MATERIALS,
CASK BRAYS, KITCHEN BOARDS, PROVISIONS,
OFFICERS' MESS TRAYS, TONNAGE, &c., &c.
Catalogues may be had on application.
TERMS of SALE—As Customary.
HUGHES & HUGHES,
Government Auctioneers.
Hongkong, December 5, 1906. 2339

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, on
FRIDAY,
the 21st December, 1906, commencing at
2.45 P.M., at his Residence No. 2,
HILLIER, The Peak.
A QUANTITY OF
**VALUABLE HOUSEHOLD
FURNITURE,**
Comprising—
TEAK SIDEBOARD, NINE DINING CHAIRS,
ENGLAVING, DINNER WAGON, OVER-
MANTLE, GLASS and CROCKERY WARE,
&c., &c.
DOUBLE and SINGLE BEDSTEADS, MARBLE
TOP WASHSTANDS, TOILET TABLES, COPPER
WALL LAMPS, &c., &c.
INDIAN and BRUSSEL CARPETS,
&c.
A Selection of CANTON BLACKWOOD
WARE, comprising—CABINETS, WRITING
TABLE, FLOWER STANDS and TABLES, &c., &c.
Also
A QUANTITY of PLANTS in POTS.
TERMS—As Customary.
On View from Thursday, the 20th Dec,
1906.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, December 14, 1906. 2395

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, on
SATURDAY,
the 22nd December, 1906, commencing at
2.30 P.M., at his Sales Rooms,
DUDDLE STREET,
A VARIED COLLECTION OF FANCY
GOODS
Comprising—
BRONZE GROUPS, FIGURES, PLACQUES,
and OAK RECEIVERS.
FANCY GLASSWARE, MIRRORS, PORCELAIN
FIGURES, &c., &c., &c.
ALL SUITABLE FOR XMAS
PRESENTS.
On view from Friday afternoon.
TERMS—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, December 15, 1906. 2402

PUBLIC AUCTION.
Particulars and Conditions of the Letting
by Public Auction, to be held on
MONDAY, the 24th day of December,
1906, at 3 P.M., at the Office of the
Public Works Department, by Order
of His Excellency the Governor, of
One Lot of CROWN LAND, at Hung
Hom, in the Colony of Hongkong, for
a term of 75 years, with option of
renewal at a Crown Rent to be fixed
by the Surveyor of His Majesty the
King, for one further term of 99 years.

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by Public Auction, to be held on
MONDAY, the 24th day of December,
1906, at 3 P.M., at the Office of the
Public Works Department, by Order
of His Excellency the Governor, of
Ten Lots of CROWN LAND at Shau-
ki-wai, in the Colony of Hongkong, for
a term of 75 years, with the option of
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by the Surveyor of His Majesty the
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MONDAY, the 24th day of December,
1906, at 3 P.M., at the Office of the
Public Works Department, by Order
of His Excellency the Governor, of
Ten Lots of CROWN LAND at Shau-
ki-wai, in the Colony of Hongkong, for
a term of 75 years, with the option of
renewal at a Crown Rent to be fixed
by the Surveyor of His Majesty the
King, for one further term of 74 years.

PUBLIC AUCTION.
Particulars and Conditions of the Letting
by Public Auction, to be held on
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KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms,
Private Bar and Billiard Rooms,
Hot and Cold Water throughout,
Electric Fans (if required),
Electric Passenger Elevator to each Floor,
Tables at Separate Tables.

TELEGRAPHIC ADDRESS:
"VICTORIA," Hongkong
For terms, &c., apply to the
MANAGER.

VICTORIA HOTEL,
SHAMKIN, CANTON,
ON THE BAYVIEW CONCESSION.

MACAO HOTEL,
MACAO, CHINA
In the Centre of Praya Grand.

BOTH Hotels under Experienced
European Management.
Every Comfort and Convenience for Resi-
dents and Tourists.
WM. FARMER, Proprietor.

THE BEST BILLIARD TABLES
IN THE COLONY ARE AT
THE KOWLOON HOTEL,
CABLE ADDRESS "CHEF
KOWLOON."

A High-class Tourist's Hotel under Ame-
rican Management. First-class Cu-
isine, Beautiful Garden.
MONSIEUR CHARLES,
J. W. OSBORNE,
Proprietor and Manager.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Alacrity	despatch-boat	1700	12	3000	Comdr. E. La T. Loatham	Manila
Astrea	cruiser, 2nd class	4380	10	9000	Captain S. L. Vanhous Lee	Manila
Bramble	river gunboat	710	2	90	Lieut. Comdr. Davidson	Yangtze
Briomare	river gunboat	710	2	90	Lieut. Comdr. B. Miller	Yangtze
Cadmus	ship	1070	6	1400	Comdr. Leard	Hankow
Cherub	water tank and tug	330	—	300	—	Hankow
Clio	ship	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Hankow
Diamond	cruiser, 1st class	11,000	16	6,500	Capt. H. W. Savory, R.N.	Hankow
Fame	torpedo boat destroyer	360	8	5700	Lieut. Comdr. Hughes	Hankow
Flora	cruiser, 2nd class	4380	10	7000	Capt. Grant Dalton	Wei-hai-wei
Handy	torpedo boat destroyer	375	6	4000	Lieut. Comdr. Cox	Wei-hai-wei
Harb	torpedo boat destroyer	375	6	4000	Lieut. Comdr. Hemmiker Heaton	Wei-hai-wei
Jeune	torpedo boat destroyer	375	6	4000	Lieut. Comdr. W. H. Darwall	Wei-hai-wei
Kent	cruiser, 1st class	9000	14	28,000	Capt. De Horsey	Hankow
King Alfred	cruiser, 1st class	14,000	14	30,000	Capt. Chell E. Thureby, R.N.	Manila
Kinshasa	river gunboat	610	4	1200	Lt. Comdr. E. V. R. Dugmore	Yangtze
Monmouth	cruiser, 1st class	9800	—	—	Capt. A. J. Tuke	Manila
Moorehen	river gunboat	180	2	800	Lt. Comdr. R. E. Vaughan	Wei-hai-wei
Otter	torpedo boat destroyer	350	6	6800	Lieut. Comdr. J. Kiddle	Wei-hai-wei
Prometheus	cruiser	2400	—	—	Capt. Woodcombe	Hankow
Rambler	Surveying-boat	835	6	450	Comdr. O. E. Moore	Hankow
Robin	river gunboat	85	2	240	Lt. Comdr. O. O. Walcott	Wei-hai-wei
Sandpiper	river gunboat	85	2	240	Lt. Comdr. H. T. Atty	Wei-hai-wei
Snipe	river gunboat	85	2	240	Lt. Comdr. Lyons	Yangtze
Taku	torpedo boat destroyer	250	6	6500	Reserve	Hankow
Tamar	receiving ship	4880	8	—	Commodore Williams	Hankow
Tesal	river gunboat	180	2	800	Lt. Comdr. E. Secretan	Hankow
Thistle	river gunboat	710	3	900	Lieut. Comdr. West	Shanghai
Virago	torpedo boat destroyer	355	6	6800	Lieut. Comdr. Stevenson	Wei-hai-wei
Waterwitch	surveying ship	620	—	450	Comdr. R. W. Glentle	Hankow
Whiting	torpedo boat destroyer	360	8	5900	Lieut. Comdr. O. E. L. Thomas	Wei-hai-wei
Widgeon	river gunboat	185	2	800	Lt. Comdr. G. D. Spicer-Simson	Upper Yangtze
Woodcock	river gunboat	180	2	600	Lieut. Comdr. O. W. Wright	Upper Yangtze
Woodlark	river gunboat	180	2	600	Lieut. Comdr. Jno. F. Spoor	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Josef	Austro-Hungarian cruiser	4880	19	9000	Capt. Ferdinand Buhley	Shanghai
Panther	Austro-Hungarian cruiser	1850	12	6000	Captain E. Koerber	Singapore
Acheron	French armoured cruiser	1788	10	1700	Lieut. Ferret	Hankow
Adour	French receiving ship	—	—	—	Lieut. Merle	Hankow
Alouette	French torpedo-boat	—	—	—	Commander Kerhuvel	Cape St. James
Argos	French gunboat	123	—	500	Lieut. Joanne	Canton
Carondelet	French gunboat	—	—	160	Lieut. Huc	Saloon
Decidie	French gunboat	645	10	1000	Lieut. L'Eclat	Saloon
D'Entrecasteaux	French cruiser	11,242	—	—	Capt. Tracou	Chiofo
Descartes	French cruiser	3945	14	5500	Comdr. Ames	Kiukiang
Dupetit-Thouars	French armoured cruiser	10,614	33	20,000	Lieut. Coquelin	Saloon
Eclairage	French sub-marine	—	—	—	Lieut. Gazeau	Hongkong
Francisque	French destroyer	303	7	800	Lieut. Saint-Seine	Saloon
Gorda	French destroyer	350	7	800	Captain Ridoux	Saloon
Guedon	French cruiser	2376	33	20,200	Lieut. Porter	Saloon
Guichen	French cruiser	9700	—	—	Lieut. Orlonow	Saloon
Henri Riviere	French gunboat	—	—	—	Comdr. Sagot-Davauxroux	Saloon
Jacquin	French gunboat	200	6	803	Commander Sinen	Saloon
Jessaint	French destroyer	397	7	800	Lieut. Armbruster	Saloon
Kersaint	French cruiser	1250	8	2000	Capt. Martel	Saloon
Lux	French sub-marine	—	—	—	Lieut. du Chemin	Saloon
Montcalm	French cruiser	9700	12	19,600	Capt. Grellier	Saloon
Mosquet	French destroyer	307	6	800	Lieut. Lavisiers	Saloon
Olry	French gunboat	—	—	—	Comdr. Reinach Werth	Saloon
Paillo	French gunboat	—	—	—	Lieut. Gloriot	Saloon
Pistole	French torpedo-boat	350	7	800	Lt. Vincent de Brichmaz	Saloon
Portee	French sub-marine	—	—	—	Reserve	Saloon
Redoutable	French torpedo boat	—	—	—	Lieut. Leball	Hongkong
Sabro	French battleship	9437	8	6071	Capt. Duplex	Saloon
Styx	French gunboat	1790	10	1700	Capt. Torquem	Saloon
Taklang	French gunboat	—	—	—	Lieut. Brugnon	Saloon
Takou	French destroyer	250	6	800	Captain Wilken	Japan
Vauban	French battleship (reserve)	6110	24	4680	Comdr. Baron von M. Hillhausen	Tsingtan
Villante	French gunboat	123	7	500	Comdr. Klobbe	Hongkong
Vuist Bismarck	German flag ship	11,000	38	14,000	Comdr. Hartog	Hongkong
Ilia	German gunboat	1900	10	1800	Comdr. Labhart	Hongkong
Jaguar	German gunboat	900	10	1800	Capt. Wisch	Hongkong
Lucho	German gunboat	850	10	1244	Capt. Lieut. Wing-Muller	Tsingtan
Möwe	German gunboat	1009	8	875	Capt. Lieut. Walter	Tsingtan
Niobe	German gunboat	—	—	—	Comdr. Abeken	Japan
S. J.	German torpedo-boat	—	—	—	Capt. Lieut. Giebler	Canton
Taku	German torpedo-boat	—	—	—	Capt. Lieut. von Bulow	Yantze River
Tiger	German gunboat	800	10	1800	Capt. Lieut. Ferbon	Yantze River
Tsingtan	German gunboat	170	6	1500	Capt. Marinos	Saloon
Vaterland	German gunboat	—	3	500	Captain Dorez-Rice	Shanghai
Vorwar	German gunboat	—	3	500	Captain Froehlters	Shanghai
Calabria	Italian cruiser	3300	—	—	Capt. Peccato	Hongkong
Elba	Italian cruiser	3500	10	7471	Biron de Saint Pierre	Hongkong
Marco Polo	Italian cruiser	3600	—	—	Captain d'Antas Ribeiro	Macao
Puglia	Italian cruiser	2498	22	7500	Captain Carvalho	Macao
Vesuvio	Italian cruiser	2145	—	—	Ensign A. K. Shoup	Philippines
Admiral	Portuguese cruiser	1860	14	4000	Lieut. Woodward	Japan
Rio Lima	Portuguese gunboat	720	—	—	Capt. Sargant	Manila
Araya	U. S. gunboat	420	7	8000	Lieut. Keiser	Hongkong
Bainbridge	U. S. torpedo-boat destroyer	4000	—	—	Ensign Guy Witlock	Canton
Baltimore	U. S. cruiser	450	7	8000	Commander Alex. Sharp	Manila
Barry	U. S. torpedo-boat destroyer	203	10	600	Lieut. E. P. Jessop	Philippines
Callio	U. S. gunboat	3100	25	4500	Comdr. J. M. Robinson	Philippines
Chancellors	U. S. cruiser	420	7	6000	Comdr. C. J. Donah	Manila
Chancellors	U. S. torpedo-boat destroyer	2213	19	7500	Reserve	Manila
Cincinnati	U. S. cruiser	420	7	6000	Reserve	Manila
Concord	U. S. gunboat	420	7	6000	Comdr. W. J. Coffin	Philippines
Dale	U. S. torpedo-boat destroyer	420	7	6000	Captain Logan	Hongkong
Decatur	U. S. torpedo-boat destroyer	420	7	6000	Ensign J. W. Hayward	Cavite
Eleana	U. S. gunboat	560	10	6000	Ensign A. B. Reed	Cavite
Monadnock	U. S. monitor	3990	6	3000	Comdr. Steadish	Hongkong
*Ohio	U. S. battleship	12,000	—	—	Lieut. C. R. Train	Manila
Pampanga	U. S. gunboat	201	3	250	Comdr. G. O. Gilmore	Manila
Parang	U. S. gunboat	201	3	250	Capt. F. F. Fletcher	Manila
Pathfinder	U. S. gunboat	690	—	—	Lieut. C. F. Pinney	Manila
Quincy	U. S. gunboat	690	—	—	Commander W. L. Rodgers	Manila
Rainbow	U. S. cruiser	6700	14	—	Captain Franklin J. Drake	Manila
Reich	U. S. cruiser	3213	18	7500	—	—
Villafra	U. S. gunboat	347	3	500	—	—
Wilmington	U. S. gunboat	1387	8	1824	—	—
Wisconsin	U. S. battleship	12,000	60	12,600	—	—

THE ORIGINAL

BOTTLED BY THE
CLIFFORD-WILKINSONTansan Mineral Water
Co., Ltd.,
Kobe,
THE FAVOURITE MINERAL
WATER.Per Case of 48 Bottles \$8.50
Per Dozen Bottles \$1.70
Per Case of 150 Bottles \$25.50
Per Dozen Bottles \$5.10

GINGER ALE

Experts Testify That

TANSAN
MAKES THE MOST
WHOLESALE AND
PALATABLEGINGER ALE
IN THE WORLD.Per Case 48 BOTTLES \$7.75
Per Dozen BOTTLES \$1.55
Per Case 60 BOTTLES \$9.30
Per Dozen BOTTLES \$1.85
SAMPLES ON APPLICATION5% DISCOUNT ALLOWED
UNTIL FURTHER NOTICE.

SOLE AGENTS:

H. PRICE & CO.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD CENTRAL.

POWELL'S

GRAND

XMAS BAZAAR

OPEN TILL
6 p.m. DAILY.

TOYS,

DOLLS,

GAMES,

ANIMALS,

etc., etc., etc.

BEST XMAS SHOW
ever made in the

EAST.

AGENTS FOR THE CHINA MAIL.
LONDON:—F. ALGAR, 11 & 12, Clement's
Lane, Lombard Street, E.C. CLARK,
Box & Platt, 85 Gracechurch St.,
E.C. STREET & CO., Ltd., 30, Corn-
hill, LONDON & GOSWELL, 15 St. EVID,
St. EVID, 15 St. EVID, 15 St. EVID,
Cannon Street, E.C. WILKS, Ltd., 151
Cannon Street, E.C. ROBERT WATSON,
100, Fleet Street, O. MITCHELL &
Co., Snow Hill, Holborn Viaduct, E.C.
D. J. KEYSER & CO., 1, Whitehall,
St. EVID, 15 St. EVID, 15 St. EVID,
10, 11, 12, New Bridge St., E.C.
MITCHELL & CO., 23 Glasshouse St.,
Regent St., W.PARIS AND EUROPE:—MAYNARD,
FAYE & CO., 18 Rue de la Grande
Batterie, Paris. The Rev. Dr. HART,
D.O.M., 12 Rue Vivienne, Paris.
NEW YORK:—THE CHINESE EXHIBITION
Office, 22, West 22nd Street.
SAN FRANCISCO:—American Press
generally:—BLAIR & BLAIR, San Fran-
cisco.AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GORDON & GORDON, Mel-
bourne and Sydney.
JERSEY:—W. H. SMITH & CO., THE
APPROPRIATE CO., Colombo.The
SAVOY,
LIMITED.FLANNEL
SHIRTS

THAT WILL NOT SHRINK.

FLANNELETTE

AND

FLANNEL
PYJAMAS

FROM

\$3.95.

OPEN

until 6.30 p.m.

THE SAVOY, Ltd.

13, QUEEN'S ROAD,
HONGKONG.

CHS. J.

GAUPP & Co.

WATCHMAKERS,
JEWELLERS and
OPTICIANS,

Alexandra Buildings, Chater Rd.

HAVE JUST RECEIVED A SPLENDID
SELECTION OFHIGH-CLASS
ENGLISH JEWELLERY
IN DIAMONDS,
EMERALDS,
RUBIES, AND
SAPPHIRES.GOLD & SILVER WARE.
HIGH GRADE ENGLISH & SWISS
GOLD & SILVER WATCHES.CLOCKS & OPTICAL GOODS
suitable for
CHRISTMAS and WEDDING
PRESENTS.All goods marked at present RATE of
EXCHANGE; old stock reduced in price
accordingly.
Hongkong, December 5, 1906. 2343

XMAS GIFTS.

JUST received a Large and Fine Assort-
ment of
JAPANESE XMAS and NEW YEAR
CARDS, and CALENDARS, &c.
Most Suitable for POSTING to EUROPE.
PRICES VERY MODERATE.
Inspection Solicited.I. NAKAZAWA,
7, D'ARVILLE STREET,
Hongkong, October 24, 1906. 2062THE WELDON HOUSE,
LIMITED.ARE SHOWING
LADIES' JAPANESE EMBROIDERED
MORNING GOWNS and
JACKETS, HATS (Paris Model) of the
latest Fashion, also XMAS GOODS
including TOM SMITH'S CRACKERS,
TOYS, &c., &c.Every Convenience in the
DRESSMAKING DEPARTMENT.
HATS remodelled and made to Order.
INSPECTION ORDIALLY INVITED.10, D'ARVILLE STREET,
HONGKONG.
Hongkong, November 21, 1906. 2061

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL
(Under Connaught House).

FIRST-CLASS

Ladies' & Gentlemen's
Hairdressing Saloons.ELECTRIC
FACE & SCALP

MASSAGES.

EUROPEAN ATTENDANTS.

J. O. SPIESS-KOLB,
Proprietor.

Hongkong, October 17, 1906. 451

A. S. WATSON
& Co., Ltd.

SOLE AGENTS IN HONGKONG

FOR

ROBERT PORTER & CO.'S

BULL DOG

BRAND

GUINNESS'

STOUT

(in pints and splits)

AND

ROBERT PORTER & CO.'S

BULL DOG

BRAND

LIGHT ALE

(in quarts, pints & splits)

"These are our Stout sup-
porters in our Bitter Ailments."A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT MERCHANTS.

ALEXANDRA
BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 4th December, 1906.

MARRIAGES.

LONDON, MEXICO. At the British Con-
sulate-General, Yokohama, on Dec. 3,
before E. M. Hobbs-Hampden, Esq.,
(Acting British Consul-General), and
afterwards at the Union Church, Yokohama,
the Rev. J. L. Dearing officiating,
Andrew James Lawson of the Hongkong
and Shanghai Banking Corporation,
fourth son of James Lawson, Esq., of
Ferryton, Forfar, Scotland, and Catherine
Fry's younger daughter of the late William
Fettes Murray, Esq., M.D., F.R.S.E.,
of Forfar, Scotland.TOKYO, SHANGHAI. On Dec. 10, at
Holy Trinity, Shanghai, by Rev. A. J.
Walker, M.A., LEOPOLD CHARLES
FELLOWS, son of the late Daniel Tomkins,
of Great Yarmouth, to MARY KATY,
daughter of the late John Stratford,
Worley, Here, England.

DEATH.

BLAIR. On December 11, at Kaitang,
MANY GAVIN BLAIR, eldest daughter of
Rev. and Mrs. J. Mercer Blair, aged six
years.Mrs J. R. CRAIK and Family desire to
THANK their numerous friends for expres-
sions of sympathy, and beg them to accept
this intimation of their gratitude.

MEMOS. FOR TO-MORROW.

Auction.
10 a.m.—Auction of Sundry Naval and
Victualling Stores, at H. M. Naval
Yard.Meetings.
2.15 p.m.—Meeting of His Majesty's
Justices of Peace at Magistrate's
9 p.m.—Meeting of Rothen Mark Lodge.Amusements.
9 p.m.—Concert at City Hall.

General Memoranda.

WEDNESDAY, December 19:—
2.30 p.m.—Auction of Japanese Fine Art
Objects & Embroideries, &c., at Mr
Geo. P. Lammer's Sale Rooms.
Goods per Kamsang undelivered after
4 p.m. on this date will be landed.THURSDAY, December 20:—
9 p.m.—Performance by Hongkong
Amateur Dramatic Club in City Hall.FRIDAY, December 21:—
2 p.m.—Auction of Japanese Art Objects
and Silk Embroideries, &c., at Messrs
Hughes & Hough's Sale Rooms.2.45 p.m.—Auction of Household Furni-
ture, &c., at Major O. G. Fritchard's
residence No. 2, Hillside, Peak.
Goods per Simla not cleared at 4 p.m. on
this date subject to rent.SATURDAY, December 22:—
2.30 p.m.—Auction of Fancy Goods, &c.,
at Mr Geo. P. Lammer's Sale Rooms.
Goods per Fik undelivered after this
date subject to rent.

The China Mail.

HONGKONG, MONDAY, DECEMBER 17, 1906.

AMERICA'S NAVAL POLICY.

The United States Secretary for the
Navy has formally submitted a build-
ing programme which involves the
construction of a vessel of the "Dread-
nought" type but with a more powerful
armament. This is in consonance
with the steady increase of her defen-
sive forces which the United States
found necessary after the war with
Spain. Until that time her statesmen
held that her geographical position, and
the fact that she had no outlying colonies
rendered unnecessary the creation of
any considerable land and sea forces.
The annexation of Porto Rico, the
virtual protectorate over Cuba and the
acquisition of the Philippines and
other islands in the Pacific have created a
different position which had to be
faced in a different manner. It has
not been necessary for the United
States to largely augment its land forces.
The military arm will, for a consid-
erable time to come, only be called upon
to provide garrisons for the colonies
and a reserve force available for service
upon emergencies similar to that
which recently arose in Cuba. On the
other hand an increase in the
navy became imperative. Obviously at
least two separate fleets were required,
one for the Atlantic and one for the
Pacific. Until this year it was deemed
advisable to divide the Pacific fleet
into two squadrons, one to operate in
home waters, the other to remain in
what we call the Far East. Recently
however, it has been decided to merge
these squadrons and place them in
command of an officer of rank equal to
that of the commander of the Atlantic
fleet. The necessity for two strong
fleets is seen at once by a glance at
the map of the world. In the event of
war each fleet would have to act inde-
pendently. It would be impossible
for either to reinforce the other how-
ever essential such reinforcements
might be. Consequently, as danger is
as much to be feared on the one side
as the other, the decision was forced
upon the Government of the UnitedStates of America to make two fleets of
about equal strength. The rise of Japan
to the front rank as a naval power
has undoubtedly called for a revision
of the policy of the United States.
Formerly there seemed to many more
necessity for the maintenance of a
strong fleet in the Atlantic where the
danger of a conflict with any of the
great European fleets was imminent.
The Pacific fleet was regarded more as
a protection for the trade with the Far
East and as a means of impressing the
Oriental countries with the prestige of
the United States. Now, however,
that Japan has shown that her navy
can compare in efficiency with any of
its size in the world the United States
has been compelled to acknowledge
that it is essential for her to pay
as much, if not more, attention to
her Pacific fleet as to that in the
Atlantic. It will be interesting to
observe for which fleet the new bat-
tleship is intended. The completion of
the Panama Canal will of course add
materially to the naval strength of the
United States. The mobility of her
warships will be vastly increased and
she will be able, with very little loss of
time to mass her vessels in the zone of
greatest danger. Nonetheless it is es-
sential for the United States to increase
her navy at the same rate as countries
with which she may become embroiled.
It is of course impossible to forecast the
future but indications appear to point
to the probability of a struggle for
supremacy in the Pacific rather than
the Atlantic.The October number of the Trans-
actions of the Asiatic Society of Japan
should prove extremely interesting to
philatelists. A summarised catalogue
of the postage stamps of Japan is
given by Mr A. M. Tracey Woodward
and is copiously illustrated. In his
introductory remarks Mr Woodward
informs us that it was not until early
in the sixteenth century that com-
munication between private individuals
in Japan came to be considered so
important as to lead to the establish-
ment of reliable postal guilds in the
principal towns of the Empire. Prior
to that transmission by courier was
confined to the despatches of the
Shogunate. On March 1, 1871 a letter
post service between Tokyo, Yoko-
hama, Kyoto and Osaka was opened
by the Government. Early in 1872 the
newly instituted postal route was ex-
tended to Kobe, Nagasaki, Niigata
and Hakodate. At this time British,
American and French postal agencies
were maintained for international cor-
respondence but in 1877 Japan was
formally admitted into the General
Postal Union. At the end of the
pamphlet, which describes minutely
all the adhesive stamps issued by the
Japanese Government, is given a list
of the stamps of a value of over \$50.
The most valuable is a 20 sen stamp
issued in September, 1873 which is
listed at \$1500.00 though it is doubtful
whether it can be procured at the
price. There is a one sen stamp which
is worth \$250 and several which are
priced at \$200, \$150 and \$100."Selfish Individualism" is the lead-
ing characteristic of the Chinese—so
says Sir R. K. Douglas in the *Asiatic
Quarterly Review*. This is a daring
statement and one which shows that
Sir R. K. Douglas knows more about
the Chinese than many who have lived
the greater part of their life amongst
them, or else that he imagines he does.
Time after time it has been pointed
out that to hit off the character of
over four hundred million people in a
phrase is ridiculously impossible.
What would be thought of a writer
who said "the leading characteristic
of the European is aggression"? Such
a statement might be true of one or
two of the races of Europe but it cer-
tainly would be untrue of the rest.
There is just as much difference be-
tween the numerous races which com-
pose the Chinese Empire as between
the people of North and Southern
Europe. On what data does Sir R. K.
Douglas base his sweeping assertion?
We are not to be misled into com-
mitting the error which we rebuke in
that writer by giving a direct negative
to his statement. But it is reasonable
to point out that the Chinese frequently
act in a manner which cannot be
explained by alleging "selfish individ-ualism." When the typhoon of
September 18 swept out of existence
the means to livelihood of thousands of
poor Chinese what happened? Did
the "selfish individualism" of the
richer Chinese prevent them from
succouring their poorer brethren? A
glance at the subscription lists of the
relief fund will supply the answer. The
generous support which is given to
hospitals and other public services by
the Chinese is in itself a refutation of
Sir R. K. Douglas's sweeping assertion.
If he is wise in the future he will
refrain from attempting the impossible
and not commit the folly of letting his
love of a felicitous expression lead him
into a ridiculous and indefensible
position.

LOCAL AND COAST NEWS.

About thirty Filipinos are now study-
ing in Tokyo.A serious epidemic of dysentery has
broken out at Hiroshima, Japan.The English Mail of the 17th Nov.
was delivered in London on the 15th Dec.The Sanyo Railway, Japan, was taken
over by the Government on the 1st inst.A secret manufactory of tobacco has
been discovered in Nagano Prefecture,
Japan.The Osaka Municipality has approved
of the proposal of the Governor to purchase
five steam-fire engines.The Japanese House of Peers is said
to be criticising the Government for not
taking steps to check the betting at the
meeting of the Tokyo Race Club at Kogami.There were 329 Europeans and 138
Chinese visitors to the City Hall Library,
and 167 Europeans and 3,067 Chinese
visitors to the Museum during the week
ended 16th Dec.Anyone desirous to secure choice
Japanese Art Objects should not fail to pay
a visit to G. P. Lammer's auction rooms.
A finer display of these goods has seldom
been made in the Colony.A German Chamber of Commerce has
advised the owners of various factories not
to admit Japanese to their workshops,
alleging that the principal Japanese pro-
ducts are imitations of German manu-
factures.D. Morrow, a quartermaster, employed
on the "Monteagle" was convicted, at the
Magistrate's, of breaching himself from duty
and being drunk and disorderly. The Chief
Officer stated that defendant was not pre-
sent at midnight when he should have gone
on duty but returned on board an hour or
so later and commenced to fight. Defen-
dant said that the trouble was that he did
not get along well with the other quartermas-
ter. He was ordered to go to goal for
7 days on the first charge and fined \$5 or
14 days on the second.Thomas W. Smith, from the "Em-
press of Japan," had a particularly lively
time at the Criterion Hotel on Saturday
night as a result of which he was charged
this morning, at the Magistrate's, with be-
ing drunk and disorderly, assaulting the
proprietor and his wife, Mr and Mrs
Green, and assaulting two Chinese con-
stable. Defendant was stated to have
come to the hotel drunk and made a
disturbance in which he assaulted Mr and
Mrs Green and resisted the constable
when they came to the rescue. He was
found not guilty of the first assault and
fined \$15 on the other charges.

Indo-China Steam Navigation Co., Ltd.

With reference to the General Man-
agers' intimation of the 11th inst. regard-
ing the proposed alteration to the Articles
of Association of the above Company, Messrs
Jardine Matheson and Co. now
inform us that subject to confirmation at a
meeting to be held in London on the 27th
inst. the proposed scheme has been ap-
proved. The Preference Shares will
however bear a cumulative dividend of 8
per cent instead of 5 1/2 per cent, as first pro-
posed.

The Indian Trouble.

There were no further developments
to record to-day in connection with the
Indian troubles at Kowloon except that the
man who was arrested on Saturday has been
liberated again. As previously indicated
the Chinamen are not able to identify the
robbers, and hence, although the police
may catch the right men, they have no
chance of bringing the offence home to
them. In order to help in keeping order
in the Kowloon Peninsula it would be a
good idea if the military authorities were to
enforce an order that Indian soldiers should
not leave their barracks out of uniform and
thus give the police a helping hand.CAUGHT COLD WHILE HUNTING A
BURGLAR.MR. W. T. LANGRISH, provincial
constable at Cheltenham, Ontario,
Canada, says: "I caught a severe cold
while hunting a burglar in the forest
swamp last fall. Hearing of Chamberlain's
Cough Remedy, I tried it, and after using
two small bottles, I was completely cured.
For sale by all chemists and druggists."

BY TELEGRAPH.

THE OPIUM CRUSADE.

(Chinese Mail's Service.)

PEKING, December 16.

The following are the articles con-
cerning the suppression of opium which
have been successfully negotiated
between Prince Ching and Tong Shao
Xi on behalf of the Chinese Govern-
ment and the representatives of the
various Powers, among whom only one
has to wire his home government for
confirmation.

- 1.—The prohibition of opium shall
apply to all treaty ports.
- 2.—All countries with which China
has entered into agreement re-
lating to opium, shall agree
to the entire prohibition of
opium within ten years.
- 3.—Opium imported from countries
with which China has no agree-
ments shall be dealt with
according to Chinese laws.
- 4.—Morphia imported from all
countries shall be sent to the
Chinese authorities through
their respective consuls.
- 5.—Morphia and other illegal opium
remedies which are likely to pro-
duce harmful effects and which
are sold by Chinese in the treaty
ports shall be dealt with by the
Chinese authorities.

YUAN SHI KAI.

A HEAVY DEFICIT.

(Chinese Mail's Service.)

PEKING, November 16.

It is reported that Tieliang has
discovered a deficit of four million
taels in Yuan Shi Kais accounts, and
that six million taels borrowed from
foreign countries against the salt re-
venue have been wrongfully applied
towards the deficit.

A SHIPPING DISPUTE.

Deck Cargo Jettisoned.

In the Supreme Court this morning His
Lordship Sir Francis Pigott (Chief Jus-
tice) gave judgment in the action in which
the Yu Chou Shing firm sued the China
Navigation Steamship Company for
\$6347.78 damages sustained by reason of
the non-delivery of 250 tubs of indigo at
Newchwang, shipped by the plaintiffs on
the "Yunnan."Mr. M. W. Slade (instructed by Mr. C.
E. H. Beavis) appeared for the plaintiffs
and, Ron. Mr. H. K. Pollock, K.C., (in-
structed by Mr. H. G. O. Bailey) represented
the defendants.In his judgment the Chief Justice re-
marked that plaintiff had been unable to
attend the hearing but that this case had
not suffered thereby, as Mr. Slade had put
forward everything possible on his behalf
but it was impossible that the very clear
issue could have been decided in his favor.
The plaintiff sued in respect to the non-deliv-
ery of indigo shipped by him on board the
China Navigation Company's "Yunnan." The
company alleged the indigo was shipped on
deck at the shipper's risk and was, through
force of circumstances, jettisoned. Plaintiff
decl. d the cargo was shipped on deck
and if it was carried on deck it was
directly against his instructions. The
issues were therefore:—Was the plaintiff's
indigo shipped on deck and was it so
shipped with his consent? Two
witnesses were produced who alleged they
saw the indigo being put on
board, being shot into the hold prior to
being stowed in the ballast tank. The
people from the ship denied that this was
so as the ballast tank was then full. The
man who put the indigo on board said that
the mate's certificate did not bear the
words "on deck at shipper's risk," but the
Chief Justice did not believe him, and it
followed from this that the cargo was
shipped on deck with his consent.
Judgment was given for the defendants
with costs.General Ibaridi and a number of others
have formed a syndicate for the purpose
of organizing a race-course for Osaka.AN ATTACK OF CROUP WARDED
OFF.OUR little girl, two and one-half years
old, woke up coughing with the
croup one evening recently. We happened
to have some of Chamberlain's Cough
Remedy on hand and gave her two doses of
it. She went back to sleep and woke up
next morning without a trace of cold. It is
certainly a great medicine, says A. J.
Legg, editor of *St. Paul's*, St. Paul,
Minnesota, U.S.A. An attack of croup can
prove serious if not given prompt relief.
I have seen the croupy cough several times.
It has been in use for many years and has
never been known to fail. It contains no
harmful drug and may be given to the
smallest child with perfect confidence.
For sale by all chemists and druggists.

BY TELEGRAPH.

THE TRANSVAAL.

DESPERATE SITUATION.

Lord Milner's Views.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, November 15.

Lord Milner, in making a speech at Manchester, referred to the situation in the Transvaal.

Heaven only knew what the end would be, he declared. The only hope was that the very desperation of the situation, in view of the threatening economic catastrophe, would cause Transvaalers to sink their differences and effect a temporary arrangement.

This, if backed by a strong body of Colonial opinion, the Imperial Government would hesitate to reject.

[REUTER'S SERVICE.]

GERMAN POLITICS.

Buelow's Attitude.

LONDON, December 14.

The rejection of the Colonial vote by the Reichstag was due to a coalition of the Clericals and Socialists.

Prince von Buelow, in winding up the debate, declared that the prestige of Germany would be at stake, and that the Government cannot let parties and the Parliament debate the number of troops required for a military operation.

THE KING OF SWEDEN.

Seriously Ill.

LONDON, December 14.

The King of Sweden is seriously ill and the Crown Prince has been appointed Regent.

[King Oscar II of Sweden is the oldest of present reigning monarchs, having been born at Stockholm on January 21, 1829, the next in order of age being Emperor Francis Joseph of Austria-Hungary. King Oscar II is the son of the late King Oscar I and Queen Josephine (Princess of Leuchtenberg). He was married on June 6, 1857 to Sophie, princess of Nassau and four children were born to them, the eldest being the Duke of Värmland, born November 11, 1882. King Oscar II is one of the most popular kings. The most momentous occurrence during his reign was the division of his Kingdom, Norway electing to withdraw from the union and King Håkon was appointed ruler of that country.—E. O. M.]

THE HOUSE OF LORDS.

Bills Read.

LONDON, December 14.

The Merchant's Shipping Bill and the Trades Dispute Bill have been read a third time, and the Workmen's Compensation Bill a second time, in the House of Lords.

FRANCE.

Bishops Expelled.

LONDON, December 15.

Several Bishops and many Seminarians have already been expelled from their residences, amid slight disorders.

The people of Lyons knelt in the streets and received the blessing of the Archbishop on his leaving the palace.

The gendarmes at Arras were compelled to force an entrance to the seminary which was barricaded with trees, thorns and mattresses.

SOCIAL AND PERSONAL.

M. Sarazen, instructor in the French language to the Crown Prince and Princess of Japan, died on the 1st inst.

Mr F. A. Haselard again presided as First Magistrate at the Magistrate's this morning, and Mr C. D. Melbourne in the second court, Mr T. Sercombe Smith having returned to the post of Colonial Secretary.

After the funeral of the steamer "Perle" on Saturday afternoon members of the Dock Company's staff hurried away on the errand of attending the funeral of their murdered comrade the late Mr John B. Craik. The whole of the members of the European staff who could get off duty crossed over to Wanchai by launch and joined the funeral on its way to Happy Valley. The attendance at the funeral was a very large one and included the members of the Masonic Lodge United Chapter, No 1241, E.C., of which the deceased was a member. The service was conducted by the Rev. A. J. Stevens and was a most impressive one.

A FOLLOWER OF INFLUENZA.

Many persons had themselves affected with a persistent cough after an attack of influenza. As this cough can be promptly cured by the use of Chamberlain's Cough Remedy it should not be allowed to run on until it becomes troublesome. For sale by all chemists and storekeepers.

A DISPUTED CONTRACT.

In the Original Jurisdiction of the Supreme Court this morning, His Lordship Sir Francis Pigott (Chief Justice) gave judgment in the action Holland and China Trading Company v. Tong Tai firm, a claim for \$2317.12, damages sustained by reason of the defendants' breach of contract.

Hon. Mr H. E. Pollock, K.C., appeared for the plaintiffs, and Mr M. W. Slade represented the defendants.

An European merchant sends out his Chinese broker with instructions to conclude a contract with a Chinese firm, the contract being written in English, and the broker intentionally or by mistake introduces fresh terms, writing them on the back in Chinese—the European merchant bound by the conditions imposed without his knowledge? asked the Chief Justice. A principal was liable for the fraud of his agent if the latter acts within the scope of his authority. The fact that the principal did not authorize him does not enter into the matter. The mere statement of such a principle is enough to alarm those who have business with the Chinese in the Colony and it also shows how careful the Court must be in dealing with English Law applied to the Colony where the conditions are widely different. There is one point which is not anticipated by the English law and that is the employment of a foreigner as intermediary, and in the present case an intermediary was used. The Chief Justice then dealt with the evidence put forward, remarking that the broker had exceeded his authority. Had he correctly interpreted the contract the principal would have been liable, but as he had not done so the principal was not liable. Judgment was given for plaintiff with costs.

Mr Slade asked for a stay of execution pending appeal, which was granted.

THE INDIAN CASE.

Application for Re-hearing.

The application for a rehearing of the criminal charge laid against Hyat Ali Shah, of the Hongkong and Singapore Battalion R.G.A., by Mustafa Ismail was continued before the Full Court, their Lordships Sir Francis Pigott (Chief Justice) and Mr A. G. Wiso (Puisne Judge) presiding.

Mr M. W. Slade (instructed by Mr J. H. Gardiner) represented the appellant (Hyat Ali Shah) and Sir Henry Berkeley, K. C., appeared for the Crown.

The Chief Justice announced that after visiting the scene of the alleged occurrence both he and the Puisne Judge had arrived at the same conclusion; neither of them would have convicted the appellant.

Mr Slade—What is required in order to obtain a re-hearing is to show either one of two things; that in arriving at the conclusion which the Magistrate arrived at he omitted consideration of certain facts, or that the evidence was manifestly against the decision.

The Chief Justice—It is on that point that we wish to hear you.

Mr Slade—How far do you require me to go? I submit that it is unnecessary for the appellant to show other grounds than that the conclusion was one which, taking a reasonable view of the evidence, the Magistrate should not have arrived at.

The Puisne Judge—It is not enough for us to say that we would not have convicted, but you must show that on the evidence the Magistrate should not have done so.

Mr Slade then dealt with the evidence, contrasting the girl's story with that of certain witnesses called by the prosecution, and enlarging upon the discrepancies.

Before Mr Slade had concluded the Chief Justice intimated that had heard enough and asked Sir Henry Berkeley to deal with the point from his side.

Sir Henry argued that the evidence before the Magistrate justified the decision he arrived at, and pointed out that the accused's attitude when arrested—had he not been charged—was a factor that had to be taken into consideration.

The Chief Justice, after consultation with the Puisne Judge, said:—We quite conceive the principle Sir Henry Berkeley contended for, that we have to come to the conclusion, quite irrespective of our own views of the case, whether any reasonable man should or could have come to the conclusion at which the Magistrate arrived.

If the case had been reduced to the bare facts which Sir Henry Berkeley put to us, I agree that there would have been very great difficulty in coming to a conclusion; but when the simple facts are said to be supported by all sorts of other facts and statements, then if those statements are so inconsistent as not to be even understood by people who have been to view the place, I cannot think it is just that the man should be convicted on such evidence; and, further, I think it is evidence that no reasonable man should have countenanced. No two statements really are consistent. The statement of the girl is absolutely inconsistent with that of other witnesses, while the statements of the boys are really hardly to be believed. The whole thing is such a mass of inconsistency that—with the greatest respect to the Magistrate—I think this is an unreasonable finding which no reasonable man ought to have come to.

The Puisne Judge—I quite agree.

Sir Henry Berkeley—There is no further evidence.

The Puisne Judge—Then you must consider your position. At present all we can do is to grant a rehearing.

The rehearing was fixed for Friday.

NO OPIUM IN CHAMBERLAIN'S COUGH REMEDY.

THERE is not the least danger in giving Chamberlain's Cough Remedy to small children as it contains no opium or other harmful drug. It has an established reputation of more than thirty years as the most successful medicine in use for colds, croup, and whooping cough. It always cures and is pleasant to take. Children like it. Sold by all chemists and storekeepers.

CHAMBERLAIN'S PAIN BALM.

THERE is no danger from blood poison resulting from a cut or wound of any kind, when Chamberlain's Pain Balm is used. It is an antiseptic dressing and should be in every household. For sale by all chemists and storekeepers.

LAUNCH OF THE "PERLE."

Steamers For Saigon.

A highly satisfactory ceremony for all concerned took place at the Kowloon Docks on Saturday afternoon the occasion being the launch of the small French river steamer "Perle." The "Perle," together with four other similar steamers that are being built by the Dock Company, is being constructed to an order obtained through the firm of Messrs Wilks and Jack, who have, for years, been well and favourably known in the French Colony. Her owner is M. Roque, who is having the steamers built to carry on the subsidised French mail service between Haiphong, Yuen-Yen, and Monky, on the Saigon River, the service extending from the French city to the Chinese frontier. She is built specially for the peculiar requirements of the service and has but a draft of 2 feet so as to be able to go into the creeks and shallow parts of the river. The "Perle's" principal dimensions are length, over all, 145 feet, breadth 24 feet and depth 5 feet. She will have cabin accommodation for thirty first and second class passengers and is fitted with compound surface condensing engines capable of driving her at a speed of 10 knots, and supplying electric light. The system of propulsion is the stern wheel which is now so seldom seen except in vessels for this class of work. The "Perle" is a trim little ship of somewhat peculiar appearance owing to the size and position of her funnel but as far as can be judged at present she will be just the vessel for her owner's requirements. The Dock Company and Messrs Wilks and Jack are to be congratulated on getting the contract for building the steamers, for which there was a good deal of competition.

Amongst those who were present at the launch were:—Mr and Mrs Wilks, Mr and Mrs W. C. Jack, Miss Jack, Mr and Mrs Murphy, Mr and Mrs Puddoph, Mrs Wilks, Mr R. Mitchell, Capt. Innis, Mr Howies, Mr J. M. Lyons, Mr C. Stockhausen, Vice-Consul M. Lejeune and many others. The signal having been given Mrs Wilks christened the ship by breaking a bottle of champagne over her bows and she slid down gracefully into the water, without the slightest hitch, amid hearty cheers. At the invitation of Mr R. Mitchell the company then adjourned to the dock recreation room when wine and refreshments were served.

The glasses having been changed Mr Mitchell proposed the toast of Success to the "Perle," coupled with the name of Mrs Wilks. Mr Wilson (Chief Manager of the Dock Company) unfortunately could not be present at the ceremony and had charged him with a very pleasant duty, that of presenting Mrs Wilks with a gold bracelet in recognition of her so kindly having launched the "Perle." The "Perle" was the first of four similar steamers they had received an order to build from Messrs Wilks and Jack, the others, which were being pushed forward rapidly, being the "Rubis," "Saphir" and "Emerald." As the boats were urgently required the Dock Co. were doing their best to complete the work as soon as possible but unfortunately, owing to delay in getting the materials out from Home, they would be a few days behind their contract time on this occasion instead of a few days ahead as they always tried to be. However he could say that since the materials had arrived not a moment had been wasted.

The toast was honoured enthusiastically and Mr Wilks, in replying on his wife's behalf, said that he and his partner had experienced a great deal of trouble in getting the order for the steamers. There were others in the field but blood was thicker than water and old love better than new and in the end the work came to Hongkong. They knew that materials could not be obtained from Home in a day and he had great pleasure in testifying to the way the Dock Company had pushed the work ahead in the face of many difficulties, including the terrible typhoon. He hoped that the order would be the forerunner of many others.

Mr Jack also expressed his appreciation of the way the Dock Company was carrying out the work and said he had been commissioned by M. Roque to present Mrs Wilks with a souvenir of the launch.

This was a ring set with pearls, and was presented to Mrs Wilks amid renewed applause.

FOREIGN MEN-OF-WAR VISITORS.

The Austro-Hungarian cruiser "Kaiser Franz Joseph," arrived in the harbour this morning from Swatow and exchanged salutes with the fort and men-of-war in port. Later in the day the German flagship "First Bismarck" and the "Luchs" entered the harbour and salutes were exchanged between the port and the other warship in port. They were accommodated with berths in the men-of-war anchorage. We have at present representatives of Britain, France, Germany and Austria in the harbour and as the ships of the American fleet are expected to sail from Manila for Hongkong in a day or so and will remain here over Christmas there will be a representative gathering of war-ships during the festive season. The American cruisers are due to arrive here on Christmas Eve and are the "West Virginia," "Colorado," "Pennsylvania" and "Maryland" all now ships. The former is the flagship of Rear Admiral W. H. Brownson who commands the fleet. The American ships are expected to remain here for about 10 days. So far we have not heard of any special arrangements to return the American's hospitality to our fleet on its two last visits to Manila.

THE PARIS TOLLET CO. LTD.

The above establishment has come into existence since last Christmas and has just been floated into a Limited Liability Company. The show window in Queen's Road has been for some weeks past a centre of attraction and to the Chinese a continual source of wonderment. Here is to be seen a good display of ladies' fancy hair work and the shop devoted to ladies' toilet an exceptionally thriving business is being done. For Xmas presents the firm has what will appeal to most ladies—all descriptions of the most delicate perfumes done up in pretty fancy boxes. Ladies' fancy hair combs, toilet soaps and numerous articles that will find a place on the dressing table are also included in the stock. The firm's tonorial parlour is well appointed and the workmen engaged are expert and polite.

MR. CRAIK'S MURDER.

An Arrest Made.

The police have left no stone unturned in their search for the murderer of the late Mr J. B. Craik, at the Kowloon Docks, on Friday morning last. Since the murder officers of the police and detectives have been working almost night and day and have now arrested a coolie on suspicion of having been connected with the murder.

This man under the name of Chan Shai, aged 38, a coolie employed at the Kowloon Docks, was charged with having possession of a dangerous weapon, to wit: a sheath knife for an unlawful purpose and with not being able to give a satisfactory account of his possession thereof. On this charge defendant was remanded for a week in order to detain him while further investigations are being made. We understand that the police have strong grounds for suspecting the coolie.

THE WESTMINSTER GLEE PARTY.

The Theatre Royal last night the scene of one of the best concert local residents have had the opportunity of appreciating. The celebrated Westminster Glee Singers, under Mr Edward Branscombe, gave a concert, and the programme left nothing to be desired. It comprised songs and part songs, and the high standard of training enjoyed by the singers enabled them to give a performance almost without fault. This is high praise, but is justified. The beautiful anthem "Send out thy light" was the first number, and its exquisite rendering without instrumental accompaniment whetted the appetite for the musical feast that followed. The quartette Messrs Edward Branscombe, Edward Dalzell (tenors), T. O. Sternala (bass) and F. A. Pitman (baritone) sang with marked expression and harmonious effect "The Bells of St. Michael's Tower," a rich composition requiring considerable vocal restraint and unusual melody, and "Hush thee my Baby." A solo "The Rose and the Ring" was splendidly sung by Mr Branscombe, with vocal accompaniment. Mr F. Pitman, a well developed and tuneful baritone, was delighted in his selections "There is a green Hill," and the encore number "Three Green Bonnets," whilst Miss Marie Boyten was highly appreciated in her rendering of "My sin Folk," and other solos. One of the bits of the evening was made by little Albert Hole, a chubby little chap with a delightful soprano which he uses like an experienced professional. He sang "The Swallow," "The Green Lavender," "The Cherry Tree," and "Love was once a Little Boy." The little chap has a pleasing stage presence and sings with great expression. The other boy-singers are Masters C. Cooper, R. Salmon, C. Burgess (soprano) and H. Fraser (alto) Mr Harry Trimmer contributed musical sketches, and will be heard for the first time in Hongkong to night. Those who love music should not fail to be present at the concert to be given to-night and Tuesday night. A matinee will be held tomorrow afternoon at 4.30 o'clock, instead of 5.30, as previously advertised.

CHRISTMAS SHOPS.

The Savoy.

The Savoy is at present one of the most popular centres of attraction for buyers, whether ladies or gentlemen. In the fine new shop in Queen's Road will be found a great variety of useful articles that will be much in demand at the present season, and that such is the case is amply confirmed by the continuous stream of ladies who are to be seen every morning or afternoon entering and leaving The Savoy. To cope with the greatly increased Christmas trade the shop is now compelled to remain open an hour later in the afternoon, and the dress-making department is so busy that the tailors are nightly kept working late. Here many of the dresses for A. D. C.'s production "The Hobby Horse" and all of the dresses for "A. You a Mason?" to be produced by St. George's Club A. D. C. are being made and many other orders have had to be turned away. The Savoy trades on the basis of small profits and a large turnover and a comparison between their prices and those ruling at Chinese shops will speedily convince residents that they will be in pocket by giving their business to the European stores. The Savoy is not making any display of exclusively Xmas goods, such as toys, but has a large selection of useful articles that would be highly acceptable as Christmas presents. Amongst these are a large selection of lace novelties for ladies, hand worked embroidery, Chinese and Foreign, and some really beautiful hand made and trimmed Irish blouses. In the gentlemen's department there are the very latest things in neckties, gold pins, mufflers, hats and other articles of a similar character. In groceries, both at Queen's Road Central and the Kowloon branch, every thing reasonable is offered. It is interesting to note that as an outcome of the recent co-operative movement amongst the Civil Servants of the Colony The Savoy has been appointed the civil service store.

The Paris Tollet Co. Ltd.

The above establishment has come into existence since last Christmas and has just been floated into a Limited Liability Company. The show window in Queen's Road has been for some weeks past a centre of attraction and to the Chinese a continual source of wonderment. Here is to be seen a good display of ladies' fancy hair work and the shop devoted to ladies' toilet an exceptionally thriving business is being done. For Xmas presents the firm has what will appeal to most ladies—all descriptions of the most delicate perfumes done up in pretty fancy boxes. Ladies' fancy hair combs, toilet soaps and numerous articles that will find a place on the dressing table are also included in the stock. The firm's tonorial parlour is well appointed and the workmen engaged are expert and polite.

SPORTING.

Yachting.

Yesterday was another unsatisfactory day from the yachtsman's point of view. There was a blazing sun and indifferent winds. Early in the morning the prospects for racing were gloomy in the extreme but about 10.30 a light easterly and later a north-west breeze unexpectedly came up and enabled boats to start. Later in the day a north-easterly of fair strength showed itself and lasted a couple of hours, after which calm and puffs from the north-west were encountered.

ROYAL HONGKONG YACHT CLUB.

The course selected for the fleet of the Royal Hongkong Yacht Club was from the Police Pier, Kowloon, to the starboard of Kowloon Rock, Channel Rocks, Lyemcoon Beacon, back to Kowloon Rock, to Channel Rock, and home.

CHAMPIONSHIP CLASS.—The start was in a light westerly wind and Vernon had slightly the better of the other two boats, but crowding up towards the Dock Point a calm was met and the yachts were practically level, Maudie being a trifle in the rear. A light easterly wind was felt and spinners were lowered, Dione, being to windward, improving her position. She rounded the Dock Point first, Vernon and Maudie being still together. Vernon, in trying to cut the Dock Point, touched a submerged rock with the result that she lost about a minute and allowed Maudie to get away from her. Shortly afterwards the wind freshened and taking full advantage of the increased breeze Dione romped round the Kowloon Rock, followed by Maudie and Vernon. Here the leading boat tacked out towards the southern shore but the other two elected to keep to the north. Neither of the boats made anything on the back, Dione rounding first. On the run to the Kowloon Rock Vernon picked up considerably on Maudie and there was very little between them. On the beat up again she still further improved but Maudie rounded the Beacon second, Vernon being still last. Dione by this time had established a strong advantage and apparently the "race was all over bar shouting." However, Vernon caught Maudie and a tuffing match occurred which took both boats further to the south. The wind fell very light again, Dione running into a dead calm, when near the Dock Point. The other two boats were fortunate enough to have sufficient wind to keep them moving and they gradually overhauled the leader, but before getting abreast of Dione a south-easterly sprang up and away Dione went. The wind came strong out of Hongkong Bay and Vernon put in towards the Beacon to meet it, but Maudie cut to mid-channel and again passed Vernon, having a considerable lead by the time she reached Blackhead's Point. Dione had practically finished by this time. Maudie felt the strong tide, and the wind, having again dropped she made little way and Vernon, by keeping close into shore, gradually lessened the distance between them and ultimately passed Maudie and crossed the line second. The times were:—

	H. M. S.
DIONE	2 43 43
VERNON	2 57 2
MAUDIE	3 01 25

ONE-DESIGN CLASS.—The whole fleet were again out and got away at 11.40 in a light north-west wind. Min (Mr J. Hastings), Colleen (Mr H. E. Pollock), Bonito (Mr H. W. Bird), Kathleen (Major Watkins) and Sprite (Mr W. H. Donald) crossed the line in that order with about five seconds between first and last boats. Spinners were set and the fleet spread out, Min, Colleen, and Sprite bearing towards Hongkong Bay, Bonito and Kathleen being more towards the centre of the Channel. In Hongkong Bay a change of wind caused spinners to be lowered, and beating in a light north-easterly, a stronger breeze being picked up off the Docks. In the tacking Sprite took command and led round Hongkong Point, close upon the heels of Vernon, who bumped the ground. Min was close up with Kathleen on her port quarter, and though Vernon's mislay must have been witnessed by Kathleen's helmsman she also went aground, but without much loss of time. Bonito and Colleen came up astern and the first mark was Sprite leading by a couple of lengths from Min, with Kathleen third. A good wind spread the boats out on the tack to Channel Rocks and the Beacon, and owing to Sprite mistaking the course and over reaching Channel Rocks she lost way to both Min and Kathleen, who got some lengths ahead. Min kept the lead round the Beacon with Kathleen and Sprite handy, and Bonito and Colleen some distance off, but on the run to Kowloon Rock Sprite closed up and rounded second a length or two behind Min and about the same distance ahead of Kathleen. The tacking to Channel Rocks did not alter the position with the exception that Kathleen closed up on Sprite, and Bonito and Colleen made up some of their leeway. Spinners were up again for the leeward. Min was close up with Kathleen on her port quarter, and though Vernon's mislay must have been witnessed by Kathleen's helmsman she also went aground, but without much loss of time. 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Shipping.

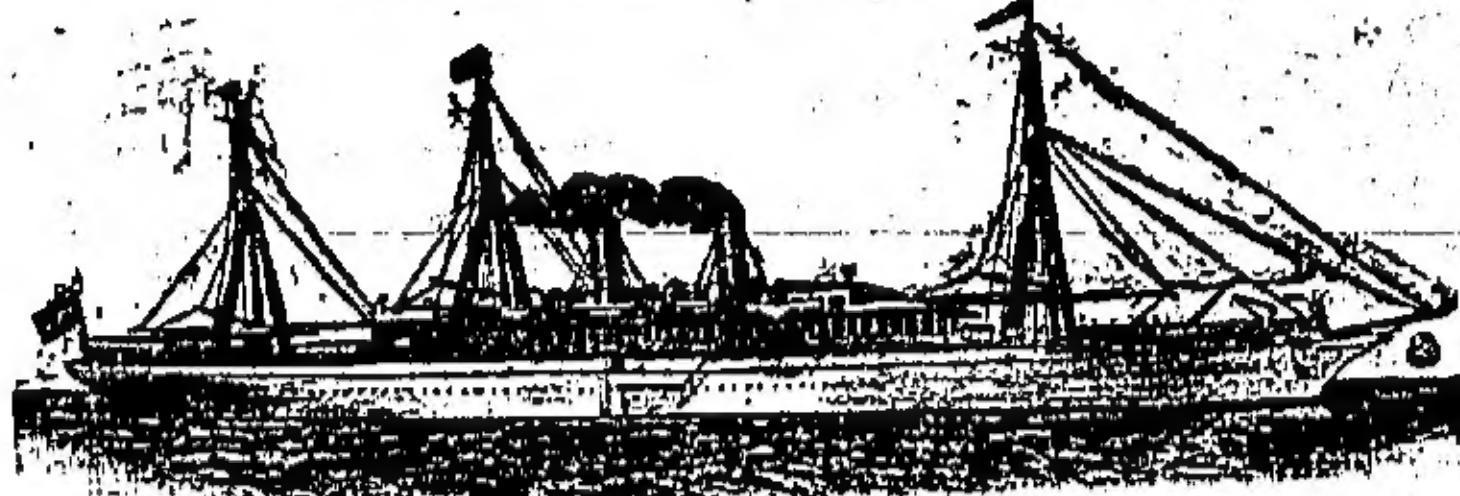
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

DESTINATION	STEAMER	DATE	REMARKS
LONDON AND ANTWERP	FORMOSA	About 19th	Freight and Passengers
VIA MARSEILLES	Capt. B. W. H. Snow	December	
SHANGHAI AND JAPAN	BORNEO	About 23rd	Freight and Passengers
	Capt. G. W. Gordon, R.N.R.	December	
SHANGHAI	DELTA	About 28th	Freight and Passengers
	Capt. O. L. Daniel	December	
LONDON, via UGUA PORTS	DELHI	29th	See Special
	Capt. J. D. Andrews, R.N.R.	December	

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that maintains a Regular Schedule Service of 11 Days across the Pacific is the 'EMPERESS LINE'. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. EMPRESS OF JAPAN	6000 Tons	Wednesday, Jan. 2
TARTAR	4200 Tons	Thursday, Jan. 17
EMPERESS OF CHINA	6000 Tons	Thursday, Jan. 23
MONTAGNE	6100 Tons	Wednesday, Jan. 23
EMPERESS OF INDIA	6000 Tons	Thursday, Feb. 14
ATHENIAN	5882 Tons	Wednesday, Feb. 20

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPERESS' Steamship, and 29 1/2 days from Hongkong.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, Central and South America, by the Company's and connecting Steamships.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to CORNHILL STREET and PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	KAMAKURA MARU, Capt. H. Fraser, Tons 6200	WEDNESDAY, 20th Dec., at Daylight.
VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	HITACHI MARU, Capt. W. Townsend, Tons 7000	WEDNESDAY, 9th Jan., 1907.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, COOKTOWN, VICTORIA, and BRISBANE.	TANGO MARU, Capt. E. Moss, Tons 7500	TUESDAY, 28th Dec., at 4 p.m.
SHANGHAI MOJI & KOBE	AKI MARU, Capt. M. Yagi, Tons 6080	TUESDAY, 8th Jan., at 4 p.m.
BOMBAY, via SINGAPORE AND COLOMBO.	KUMANO MARU, Capt. N. Matsumoto, Tons 5076	FRIDAY, 28th Dec., at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	YAWATA MARU, Capt. H. Harrison, Tons 4000	FRIDAY, 28th Dec., at Noon.
	TOTOMI MARU, Capt. A. Keith, Tons 3,600	WEDNESDAY, 19th Dec.
	COLOMBO MARU, Capt. Nagao, Tons 4750	THURSDAY, 20th Dec., at Noon.
	YAWATA MARU, Capt. H. Harrison, Tons 4000	THURSDAY, 20th Dec., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamship Lines for all points in Great Britain and on the Continent.

Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Salon, Smoking Room, Library, Dining Room, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'DAKOTA', Captain E. FRANKS	On MONDAY, 7th JANUARY, 1907.
'MINNESOTA', Captain C. E. AUSTIN	On TUESDAY, 19th FEBRUARY, 1907.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent.

Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

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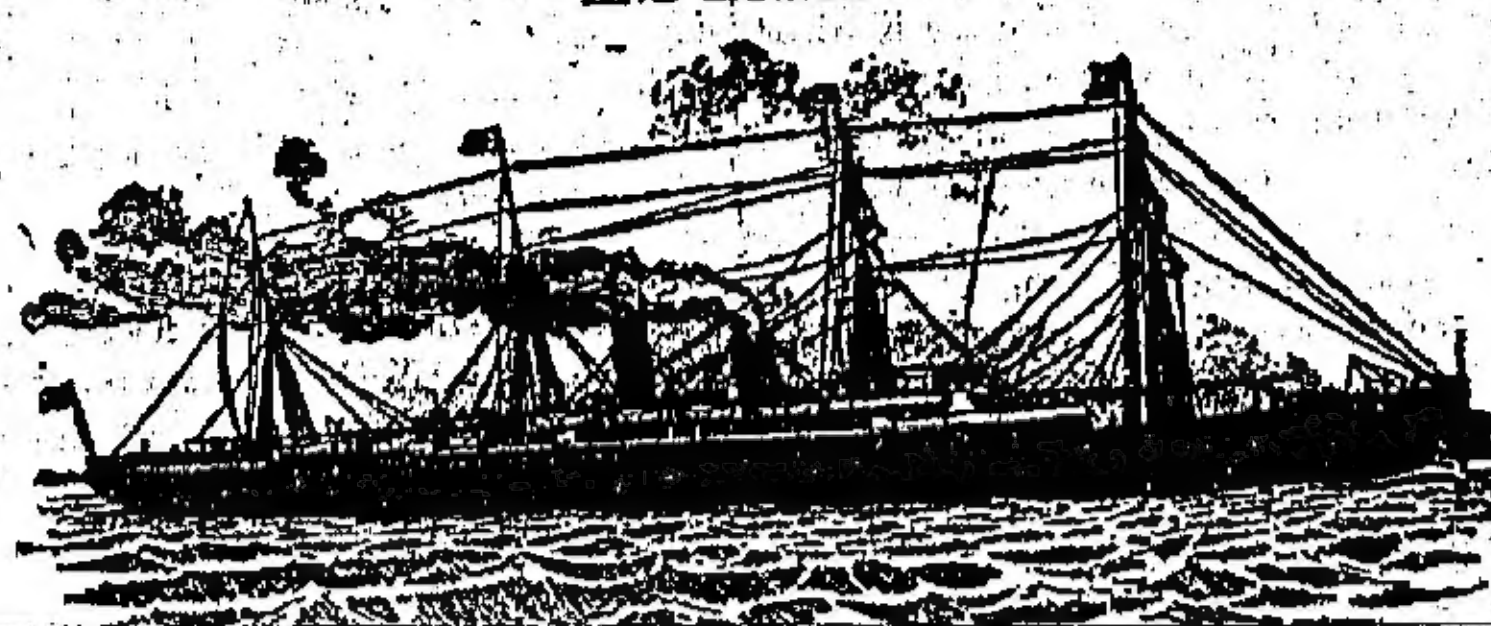
For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE	TIME
* HONGKONG MARU 11,000 Gross Tons	TUESDAY, 18th Dec.	at Noon
* KOREA 18,000	FRIDAY, 28th Dec.	at Noon
* AMERICA MARU 11,000	TUESDAY, 15th Jan.	at Noon
* SIBERIA 18,000	TUESDAY, 15th Jan.	at Noon
* CHINA 18,000	TUESDAY, 22nd Jan.	at Noon
* MONGOLIA 18,000	TUESDAY, 29th Jan.	at Noon
* NIPPON MARU 11,000	TUESDAY, 5th Feb.	at Noon
* BORIO 8,500	FRIDAY, 9th Feb.	at Noon
* COPTIC 9,000	SATURDAY, 16th Feb.	at Noon

RECORD FAST TRIPS.
Yokohama to San Francisco... KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu... SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama... SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 18 days, 18 hours.
Yokohama to San Francisco... SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE T.K.K. Steamship HONGKONG MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th December, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, Central and South America, by the Company's and connecting Steamships.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
NIOMEDIA	4370	G. MEINER	December 20.
NUMANTIA	4370	FELDMANN	January 8.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR

FOR	STEAMER	TO SAIL
MANILA	TAKING	Dec. 18, at 4 p.m.
TSINGTAO, CHEFOO, via SHANGHAI, SECHUEN		Dec. 19, at 4 p.m.
NINGPO and SHANGHAI	KIUKANG	Dec. 21, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, DARWIN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	5th January.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES. Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amusements, Electric Light, Perfect Cuisine, Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila Direct	Saturday, Dec. 22, at Noon.
RUBI	2540	R. Almond	Manila Direct	Saturday, Dec. 29, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

STEAMSHIP	Tons	Captain	For	Sailing Date
SAINT PATRICK	2000	December 20.		
SATSUMA	2000	January 19.		

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES	1906
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th Dec.	1906
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd Jan.	1907
SEYDLITZ	WEDNESDAY, 16th Jan.	
PRINZ HEINRICH	WEDNESDAY, 30th Jan.	
GREISERNAU	WEDNESDAY, 13th Feb.	
PREUSSEN	WEDNESDAY, 27th Feb.	
PRINZ ALICE	WEDNESDAY, 13th Mar.	
PRINZ LUDWIG	WEDNESDAY, 27th Mar.	
PRINZ REGENT LUITPOLD	WEDNESDAY, 10th April.	
PRINZ EITEL FRIEDRICH	WEDNESDAY, 24th April.	

ON WEDNESDAY, the 19th day of December, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. KIMMERN, with MAILE, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 17th December, Cargo and Special will be received on Board until 5 p.m. on Tuesday, the 18th December, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 18th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

TO	1st CLASS	2nd CLASS	3rd CLASS
HONGKONG	\$61.0.0	\$42.0.0	\$32.0.0
To Naples, Genoa and Gibraltar	91.0.0	63.0.0	31.0.0
To Southampton, London, Bremen and Hamburg	65.0.0	44.0.0	24.0.0
To New York, via Suez	84.0.0	44.0.0	26.0.0
Via Naples, Genoa or Gibraltar	115.0.0	79.0.0	47.0.0
Via Bremen or Southampton	68.0.0	46.0.0	27.0.0
Return	123.0.0	85.0.0	49.0.0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates will be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S.N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS	TONS	SAILING DATES
SANDAKAN	1798 tons	FRIDAY, 4th Jan., 1907.
MANILA	1798 tons	FRIDAY, 1st Feb., "
PRINZ WILHELM	3227 tons	THURSDAY, 28th Feb., "

ON FRIDAY, the 4th day of January, at Noon, the STEAMSHIP SANDAKAN, Captain WANDER, with MAILE, PASSENGERS, and CARGO, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

TO	1st CLASS	2nd CLASS	3rd CLASS
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$28.00	\$18.00	\$12.00
TO BRISBANE	\$28.00	\$18.00	\$12.00
TO SYDNEY	\$28.00	\$18.00	\$12.00
TO MELBOURNE	\$28.00	\$18.00	\$12.00
TO YOKOHAMA	\$50.00	\$30.00	\$20.00
TO KOBE	\$50.00	\$30.00	\$20.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

TO	1st CLASS	2nd CLASS	3rd CLASS
To Europe via Australia and Colombo by Imperial Mail Steamer	\$97.0.0	\$65.0.0	\$35.0.0
To Europe via Australia and America	98.0.0		

(from Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT	1906
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, SEYDLITZ		WEDNESDAY, Dec. 10.	
Do	PRINZ HEINRICH	WEDNESDAY, Jan. 2.	

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the U. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

TO	1st CLASS	2nd CLASS	3rd CLASS
to London via Plymouth or Southampton	\$82.0.0	\$52.0.0	\$32.0.0
to Bremen	83.0.0	53.0.0	33.0.0
to Paris via Cherbourg	85.0.0	55.0.0	35.0.0
to Naples, Genoa, via Gibraltar	85.0.0	55.0.0	35.0.0

Passage money payable in local currency at current Bank Rate of Exchange on the day of payment.

For further Particulars, apply to Norddeutscher Lloyd.

MELOHERS & CO., Agents.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Wharves Dock Co., Limited.

Reprinted from the 'CHINA MAIL'.

Price... Fifty Cents.

To be had at the 'China Mail' Office.

5 Wyndham Street.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship 'HAICHING', Captain A. E. HOBBS, will be despatched for the above Ports on TUESDAY, the 18th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS, LAFFRANK & Co., General Managers.

Hongkong, December 14, 1906. 2396

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUITQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship 'KASATO MARU', Tons 6000, Captain W. O. T. S. FINE, will be despatched for Callao, Iquique, via Japan Ports (Kobe and Yokohama), on SATURDAY, the 22nd inst., at Noon.

Taking Freight and Passengers of other Western Coast Ports of South America.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to K. MATSUDA, Manager, York Building.

Hongkong, December 11, 1906.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship 'POLYNESIE', Captain BROC, will be despatched for MARSEILLES on TUESDAY, the 25th December, 1906, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. YANBA... Jan. 8, 1907.

S.S. SALAZAR... Jan. 22, 1907.

S.S. OCEANIE... Feb. 5, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, November 12, 1906 2379

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship 'E. FRANZ FERDINAND', Captain MATCOVIC, will be despatched as above on THURSDAY, the 27th of December.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER & CO., Agents, Prince's Building.

Hongkong, November 25, 1906. 2380

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COCHIN, SOUTHERN AFRICA, AND SOUTH AFRICAN PORTS.

THE Steamship 'DELHI', Captain J. D. ANDREWS, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 29th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's Steamship 'Victoria', 6,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Bills and

SUPPLEMENT TO THE CHINA MAIL.

HONGKONG, MONDAY, DECEMBER 17, 1906,

Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping of midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Building.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

VESSELS' NAMES.	ANCHORAGE	CAPTAIN.	FLAG AND REG.	TONS NETT.	DATE OF ARRIVAL	CONSIGNEES OR AGENTS	DESTINATION.	REMARKS.
Steamers.								
Amigo.....	3 c	Baltzer	Ger. str.	771	Dec. 15	Jebson & Co.		
Amoy.....	3 c	Plambeck.....	Ger. str.	1206	Dec. 15	Jardine, Matheson & Co.	.....	K'loon Dock
Chipsing	4 c	Weigall	British str.	1199	Dec. 15	Jardine, Matheson & Co.		
Chu Yuen	2 h	Stewart	Ohl. str.	1211	Dec. 14	O. M. S. N. Co.		
Chow Fa	3 c	Spiesen	Ger. str.	1055	Dec. 16	Butterfield & Swire		
Empress of China.....	5 c	Archibald	British str.	3032	Dec. 16	O. P. R. Co.	Vancover (B.C.)	Nov. 28.
Empress of Japan.....	4 c	bus	British str.	3139	Nov. 18	O. P. R. Co.	Vancover (B.C.)	Dec. 20.
Fausang	9 c	Wheeler	British str.	1410	Dec. 14	Jardine, Matheson & Co.		
Feiching	3 c	Spedding	Chi. str.	959	Dec. 16	O. M. S. N. Co.		
Fido	3 c	Larsen	Norw. str.	891	D c.	10 Order		
Fri	3 c	Wagle	Norw. str.	860	Dec. 13	Aagaard, Thoresen & Co.		
Fukushu Maru	3 c	Ito	Japan str.	1473	Dec. 14	O. S. K.	S'tow, Amoy, Anping	Dec. 18.
Germania	3 c	Lorenzen	Ger. str.	1714	Dec. 4	Jebson & Co.		
Germania	3 c	Flugel.....	Ger. str.	1000	Dec. 17	Siemssen & Co.		
Haiching.....	5 h	Hodgins	British str.	1267	Dec. 16	Douglas Steamship Co.	S'tow, Amoy, F'ehow	Dec. 18.
Hong Bee	3 c	Peters.....	British str.	2105	Dec. 18	Chinese	Amoy	Dec. 18.
Hongkong	3 c	Coreil	French str.	377	Dec. 18	A. R. Marty	Haiphong	Dec. 18.
Hongkong Maru	3 c	Bent	Amer. str.	3172	Dec. 8	Toyo Kisen Kaisha	S'hai & San F'disco	Dec. 18.
Huichow	3 c	Forsyth	British str.	1306	Dec. 11	Butterfield & Swire		
Itaka.....	3 c	Faas	Ger. str.	2269	Dec. 9	Siemssen & Co.	S'hai & Chinkiang	Dec. 18.
Kansu	3 c	Speed	British str.	1725	Dec. 16	Butterfield & Swire		
Kiya Maru.....	3 c	Hera	Japan str.	1148	Dec. 15	Gilman & Co.		
Kueichow	3 c	Hooker	British str.	1214	Dec. 10	Butterfield & Swire		
Kumsang	4 c	Buller.....	British str.	2 71	Dec. 16	Jardine, Matheson & Co.		
Kwangse.....	3 c	Stott	British str.	1228	Dec. 14	Butterfield & Swire		
Landrat Scheiff.....	3 c	Grandt	Ger. str.	1012	Nov. 10	Siemssen & Co.		
Lisa	3 c	Horn Dahl	Swed. str.	998	Dec. 16	Sander, Wieler & Co.		
Loyal	3 c	Natzins	Ger. str.	684	Nov. 21	Sander, Wieler & Co.		
Lydia	3 c	Meyer.....	Ger. str.	1772	Nov. 30	Siemssen & Co.		
Mathilde.....	3 c	Sohnemann	Ger. str.	833	Dec. 14	Jebson & Co.	Haiphong	Dec. 18.
Mercedes	3 c	McGregor	British str.	3500	Nov. 1	Admiralty		
Monteagle .....	.....	Robinson	British str.	2440	Sept. 14	O. P. R. Co.	.....	K'loon Dock
Namsang	4 c	Rolfe	British str.	2591	Dec. 7	Jardine, Matheson & Co.	Straits & Calcutta	Dec. 18.
Newby Hall	2 c	Buck	British str.	2840	Dec. 3	Order		
Nicomedia	4 c	Wagemann	Ger. str.	2863	Dec. 9	Portland & Asiatic S. S. Co.	Japan & Portland, Or	Dec. 20.
Nissin Maru	3 c	Iwane	Japan str.	996	Dec. 4	Midzushima & Co.		
Pakling	5 c	Rodway	British str.	2952	Dec. 17	Butterfield & Swire		
Phra Nang	3 c	Mangelsdorff.....	Ger. str.	1021	Dec. 15	Butterfield & Swire		
Prinz Waldemar .....	.....	Woldemas	Ger. str.	3227	Sept. 18	Melchers & Co.		
Quinta.....	3 c	Frahm	Ger. str.	987	Nov. 23	Siemssen & Co.		
Rajah	3 c	Wolf	Ger. str.	1275	Nov. 28	Melchers & Co.		
Sandakan	3 c	Wendig	Ger. str.	1100	Dec. 17	Melchers & Co.	Manila & Australia	Jan. 4.
Saint Patrick.....	3 c	Forty	British str.	2700	Dec. 8	Dodwell & Co., Ltd.	New York	Dec. 20.
Sexta	3 c	Kraefft	Ger. str.	951	Dec. 9	Siemssen & Co.		
Shahjahan	3 c	Scott	British str.	1270	Dec. 5	Chinese		
Shoshu Maru.....	3 c	Nemoto	Japan str.	996	Dec. 15	Osaka Shosen Kaisha.	Coast Ports & S'hai	Dec. 19.
Sicilia	8 c	Weston	British str.	4174	Dec. 13	P. & O. S. N. Co.		
Sikh	4 c	Atkinson	British str.	3216	Dec. 16	Dodwell & Co., Ltd.		
Skuld	3 c	Odd	Norw. str.	947	Dec. 7	Aagaard, Thoresen & Co.		
Taishun	3 c	Stephen	Oh'ese str.	1216	Dec. 10	O. M. S. N. Co.		
Taming	3 c	Outerbridge	British str.	1350	Dec. 14	Butterfield & Swire	Manila	Dec. 18.
Tanga Maru	3 c	Moses	Japan str.	4627	Dec. 16	Nippon Yusen Kaisha	S'hai & Seattle, &c.	Dec. 25.
Tatsu Maru	3 c	Yanagi	Japan str.	1948	Dec. 14	Chinese		
Tholma	3 c	Jager	Norw. str.	1180	Nov. 9	Sander, Wieler & Co.		
Tinhow	3 c	Kidd	British str.	901	Dec. 14	Arnhold, Karberg & Co.		
Viet ria	3 c	Hillburg	Swed. str.	989	Dec. 14	Aagaard, Thoresen & Co.		
Waishung	3 c	Richard	British str.	217	Dec. 16	Jardine, Matheson & Co.	Shanghai	Dec. 18.
Wik	9 c	Carstens	Ger. str.	1810	Dec. 10	Jebson & Co.		
Woolwich	3 c	Stoker.....	British str.	1845	Dec. 13	China Commercial S. S. Co.		
Yingchow	2 c	Frazier	British str.	1997	Dec. 14	Butterfield & Swire		
Yuen-sang	5 c	Mooney	British str.	1128	Dec. 17	Jardine, Matheson & Co.	Manila	Dec. 21.
Sailing Vessels.								
Ekasani ..	3 c	McBurnie	British sh.	1670	Oct. 12	Dodwell & Co., Ltd.		
I. F. Chapman	3 c	Bauefield	Amer. sh.	2013	Aug. 25	Arnhold, Karberg & Co.		
Ivy	2 c	Stetson	Amer. sh.	1181	Nov. 26	Dunbar		
S. P. Hitchcock .....	.....	Zerk	Amer. sh.	2806	Sept. 1	Arnhold, Karberg & Co.	.....	Cos'tan Dock

